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Inventory for
Manuscript Collection
MS-343

Capt. Melville H. [Hartley] Walker Papers

Inclusive dates: 1865-1932
Bulk dates: 1869-1888

Kathryn Raymond
Edited by Anastasia S. Weigle
December 2012

Shelf feet: 1.5 linear feet
Number of boxes: 3
Accession 96.68.1, 2019.25.1

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Abstract

Walker, Melville H. [Hartley], *Captain*, 1835-1899

Papers, 1865-1932 (Bulk dates: 1869-1888)

3 Manuscript size boxes, (1.5 Shelf feet)

Sea captain from Kennebunkport, Maine.

Correspondence, ship's log/journal and other vessel related papers pertaining to Capt. Melville Walker's time on the ships *Young Eagle, Olive S. Southard, Anahuac* and bark *Sitka*. Numerous correspondence are between T. J. Southard, shipbuilder of Richmond, Maine, and the Captain. Majority of the papers are of the ship *Olive S. Southard*, which sailed in and out of San Francisco and other Pacific Coast ports. Also included are a few ephemeral items that are not maritime related.

Gift of Charles Burden. Accrual purchased from De Wolfe & Wood, 2019.

MS-343. Accession No. 96.68.1.1, 2019.25.1

Finding aid available in repository; folder-level control.

Added entries—persons:

Walker, Melville H. (Melville Hartley), *Captain*, 1835-1899

Southard, T. J. (Thomas Jefferson), 1808-1896

Added entries—corporate bodies (including vessels):

Anahuac (Ship)

Olive S. Southard (Ship)

Sitka (Bark)

T. J. Southard & Son (Richmond, Me.)

Young Eagle (Ship : 1856)

Added entries—places:

Richmond (Me.)

San Francisco (Calif.)

Added entries—key terms:

Account books

Cape Horn trade

Cargo handling

Coal trade

Cotton trade

Freight and freightage

Grain trade

Invoices

Letters

Log books

Merchant mariners

Sea captains

Seamanship

Shipbuilders

Ships – owners

Voyages and travels

Wages

Acquisition

The bulk of this collection was donated to the Maine Maritime Museum by Charles Burden on August 14, 1996, accession no. 96.68.1. A small addition, totaling 14 letters and four accounts, was purchased by the museum from De Wolfe & Wood Rare Books in 2019.

Provenance

There is no known provenance with this collection.

Restrictions

There are no restrictions on the study or use of these materials.

Physical Condition

Overall, this collection is in good condition. There are presence of paper creases, soiling, and places where ink has eaten through paper all typical with collections of this age. A few minor repairs have been made to torn and damaged pages. The Ship's Log and Journal has cover damage and the Captain's Journal and Cargo Book has a few pages torn away at the end. This collection contains a large amount of copy tissue paper, which is fragile in nature. Rips, creases, and ink damage are more prevalent among these papers.

Processing Notes

The collection was surveyed and reorganized to better fit within Capt. Walker's maritime career placing papers for specific vessels in their own sub-series under "Series I: Vessel Papers." A few miscellaneous ephemeral papers were found. These were placed in their own series under "Miscellaneous Ephemera." The collection is organized chronologically within each series and follows a standard order of arrangement for vessel papers.

Biographical Notes

Captain Melville Hartley Walker

Capt. Melville H. Walker, son of William H. (b.1814-?) and Lydia S. (b.1813-d.1894), was born September 17, 1835 in Kennebunkport, Maine. He married Abbie (Abigail) Tripp (b.1838-d.1894) and they had three daughters; Julie S. (b.1872-?), Daisy (b.1874-?) and Mary A. (b.1885-?) and one son, William H. (abt. 1878).[1,2]

Little information is available concerning Captain Walker other than what can be found in the United States Federal Census and within the collection. The 1860 U. S.

Federal Census tells us at age 24 Melville Walker was a "mariner" along with his younger brother William. In the Civil War Draft Registry of 1863, Walker is listed as being a seaman. In the U. S. Federal Census of 1870, Melville Walker is recorded as shipmaster.[1]

According to *American Lloyd's Register of American and Foreign Shipping*, Walker is Captain of the ship *Young Eagle* in 1862. The *Young Eagle's* principle owner was T. Nowell & Co.[3] All the letters contained in this collection to Captain Walker while aboard the *Young Eagle* were sent from London, England. One of these letters contains an itinerary in which the ship was to voyage from London to the Chincha Islands off the coast of Peru and back to Europe.[4]

Also according to *American Lloyd's Register of American and Foreign Shipping*, Walker is Captain of the bark *Sitka,* from 1869-1871. The bark's principle owner was George C. Lord & Co.[5] While serving aboard the *Sitka,* Walker mainly sailed the Atlantic Trade Routes such as Gloucester (MA), St. John (NB), New Orleans, Galveston, Cardiff, and Liverpool. It seems through evidence of the collection that Walker was directed by Lord to ship whatever seemed most profitable:

> *"As soon as your inward cargo is out we are in favor of your accepting the best business to be obtained, and keep the Barque inventory. We think if you can obtain as good as 1/24 for cotton to Boston, it would be better than going to Europe on a low freight."* [6]

In 1871, Walker became Captain of the ship *Olive S. Southard* [8] under the ownership of the T. J. Southard & Co. While captain of the ship *Olive S. Southard*, Walker made countless voyages using many different shipping routes. Walker dealt extensively in near continent trading between ports in the United Kingdom (especially favoring London, Liverpool, and Cardiff) and France (favoring Havre), Far East trading (preferring the ports of Calcutta, India, Akyab, Burma, and Singapore), Pacific trading (preferring Portland and Astoria, OR, and San Francisco), South American trade (visiting both Rio De Janeiro, Brazil, and Valparaiso, Chile), and Atlantic trading (favoring shipping between United States ports, such as Boston, New York, Baltimore, Philadelphia, New Orleans and the United Kingdom). Walker also frequented trade routes around Cape Horn, especially where East and West Coast United States trade was concerned. Of note, the *Olive S. Southard* (Ship) did extensive trade in locomotive and rail parts between Philadelphia, Pennsylvania and Portland, Oregon.

According to the *American Lloyd's Register of American and Foreign Shipping, 1891*, the ship *Anahuac* was commandeered by Capt. Welden and its principle owner was Edward Lawrence.[7] However, Capt. Melville Walker took over the ship *Anahuac* between November 1890 and August 1891 as indicated in an account summary.[8]

Capt. Melville H. Walker died June 18, 1899 at the age of 64.[1]

References:

1. *Ancestry.com, 1880 U.S. Census*.
2. *Wentworth Genealogy*. Vol. II, 166.
3. *American Lloyd's Register of American and Foreign Shipping,* (1862), 111.
4. *Captain Melville H. Walker Papers*, MS-343, box 1, folder 1.
5. *American Lloyd's Register of American and Foreign Shipping,* (1870), 157.
6. *Captain Melville H. Walker Papers*, MS-343, box 1, folder 5.

7. American Lloyd's Register of American and Foreign Shipping, (1891), 242.
8. Captain Melville H. Walker Papers, MS-343, box 3, folder 13.

Historical Notes

T. J. Southard & Co., later known as T. J. Southard & Son (solely owned by Thomas Jefferson Southard until 1865, when his son Charles H. T. J Southard became a partner[1]) was the largest shipyard in Richmond, Maine, opening in 1852.[2] During its years of operation (1852-1895), T. J. Southard & Co. were also one of the most productive shipyards in Maine producing between 75 and 100 vessels of all makes. [3] Notably, T. J. Southard & Co. retained majority of shares in many of their vessels. In so doing, Southard created and maintained his own merchant fleet.[3] One of these merchant ships was the *Olive Southard*, which was captained by Captain Melville H. Walker for over 17 years between the years of 1872 and 1889.

Thomas Jefferson Southard was born on May 18, 1808 in Boothbay, Maine.[4] At the age of 11, T. J. Southard went to Richmond, Maine where he was hired as a ship's boy and cook for Captain Solomon Blanchard.[5] The next year Southard secured a position as an apprentice to a blacksmith in Richmond. Once the apprenticeship had finished, Southard opened a forge and became a shipsmith on the Kennebec River.[6] Around 1837, Southard built his first ship, the schooner *Texas*. Between the years 1845 and 1852, T. J. Southard partnered with Stanwood Alexander and together they built 16 vessels. In 1852, Alexander died[2] and T. J. Southard went into business on his own with T. J. Southard & Co.[1] By 1865, Thomas' son, Charles, had become full partner in the business and the name was changed to T. J. Southard & Son.[1] In 1871, T. J. Southard & Son built the ship *Olive S. Southard*, which had a tonnage of 1,193, a length of 186.2 ft., a beam of 37.1 ft., and a draft of 24.2 ft.[1]

In 1831, Southard married Jane Jones Springer and together they had at least eight children: Charles H. T. J., Ellen J., Caroline G., Harriet Frances [Hussey], Mary Elizabeth [Merrill], Ellen Jane [Stoutenburg], Florianna M. [Hulbert], and Delia Davis [Tallman].[4]

In addition to his merchant shipping business, Southard also established the Southard Cotton Mill[6] in Richmond, Maine, and a mineral springs business.[7] Thomas Jefferson Southard died on September 20, 1896 at the age of 88.[4]

Charles H. T. J. Southard was born June 9, 1841 and was the only son of Thomas Jefferson Southard. On December 14, 1865, Charles married Olive S. Foster who became Olive S. Southard the namesake for the T. J. Southard & Son ship captained by Melville Walker. Together they had a son, Thomas J. [Jeffie] Southard (b. abt.1869). In 1865, Charles became a partner in the firm T. J. Southard & Co.[2] At this time, the firm changed its name to T. J. Southard & Son. As partner in this firm, Charles' main responsibility was bookkeeping.

Other than partnering in T. J. Southard & Son with his father, Charles also became a Notary Public for Sagadahoc County, Maine, on February 20, 1873. [9] Charles died October 20, 1912 at the age of 71.[8]

References cited:

1. William Armstrong Fairburn with Ethel Ritchie, ed. *Merchant Sail.* Vol. 5. (Center Lovell, Maine: Fairburn Marine Educational Foundation, Inc., 1955), 3314-3317.
2. George Thomas Little. *Genealogical and Family History of the State of Maine.* Vol. 4. (New York: Lewis Historical Publishing Co., 1909), p. 1681.
3. "News of Shipping." *The Baltimore Sun.* (September 18, 1896), 9.
4. Samuel G. Webber. *A Genealogy of the Southworths (Southards) Descendants of Constant Southworth with a Sketch of the Family in England.* (Boston: The Fort Hill Press, 1905), 445-446.
5. Priscilla E. Braun. "T. J. Southard, Richmond's Builder." *Lewiston Evening Journal.* (October 7, 1972).
6. "Richmond Resident Launched Ships at Early Age." *Lewiston Sun-Journal.* (March 18, 1992).
7. Braun. "T. J. Southard, Richmond's Builder." (October 7, 1972).
8. Ancestry.com.
9. "Secretary of State Correspondence, 1820-1914." *Maine Genealogy*. Box/Folder: 32-3. February 20, 1872.

Scope and Content Notes

The majority of the collection contains the vessel papers for the ship *Olive S. Southard*. This includes correspondence, invoices, receipts, crew wages, freight and cargo papers, a captain's journal and ship's log. Other vessel papers are for the ship *Young Eagle*, the bark *Sitka* and the ship *Anahuac.* This includes a few correspondence for the *Young Eagle* (Ship). There are ownership papers, correspondence, invoices, articles of agreement and a legal document pertaining to a wreck for the bark *Sitka*. The *Anahuac* (Ship) has a few correspondence and accounts. Additionally, there are a few ephemeral items.

The collection is organized into two series—Series I: Vessel Papers and Series II Miscellaneous Ephemera.

Under Series I there are four subseries: IA. *Young Eagle* (Ship) 1865-68, IB. *Sitka* (Bark) 1869-77, IC. *Olive S. Southard* (Ship) 1871-89, and ID. *Anahuac* (Ship) 1891-93. There are only five pieces of ephemeral items in which three items are outside the purview of the collection. This includes two promissory notes for George A. Brown dated 1921 and one envelope (no contents) to Mrs. J. H. Anderson, Gorham, ME dated 1932. It is unclear what relationship these two people have with Capt. Melville H. Walker.

Organization and Description of Series

Series I. Vessel Papers

Subseries IA. *Young Eagle* (Ship) 1865-68
Subseries IB. *Sitka* (Bark) 1869-77
Subseries IC. *Olive S. Southard* (Ship) 1871-89
Subseries ID. *Anahuac* (Ship) 1891-93.

Series II. Miscellaneous Ephemera (n.d., 1892, 1921, 1932).

MS-343 Captain Melville Walker Papers
Finding Aid

Box #	Folder#	
SERIES I. VESSEL PAPERS		
	Subseries IA. *Young Eagle* (Ship)	
1	1	Correspondence, incoming, 1865, 1867-68
	Subseries IB. *Sitka* (Bark)	
	2	Ownership Papers, 1877
	3	Correspondence—Incoming, 1869
	4	Outgoing, 1869
	5	Incoming, 1870-71
	6	Outgoing, 1870-71
	7	Correspondence, Capt. Wm. P. Stone, 1869-70
	8	Accounts, summaries, Capt. Melville Walker, 1871
		Accounts—General,
	9	Gloucester (MA) – St John (NB), June 1869
	10	Cardiff (WAL) Nov. 1869
	11	New Orleans – Liverpool, March – July 1870
	12	Galveston (TX), Feb. – March, 1871
	13	Liverpool – New Orleans, Apr. – July 1871
	14	Accounts—Crew, Articles of Agreement, n.d., 1869
	15	Portage accounts, 1870
	16	Protests—Shipwreck, damages, Jan. 1872, Legal document
	Subseries IC. *Olive S. Southard* (Ship)	
	17	Ownership, 1883, 1888
	18	Insurance (Capt. M. A. Walker, Life Insurance, 1879)
	19	Correspondence—Outgoing, n.d.
	20	Correspondence—Incoming, n.d., 1879-80
	21	Outgoing, 1871-1872
		Incoming, 1872
	22	Outgoing, 1873
	23	Incoming, 1873
	24	Outgoing, 1874
		Incoming, 1874
	25	Outgoing, 1875

		Incoming, 1875
	26	Outgoing, 1876
	27	Incoming, 1876
	28	Outgoing, 1877-78
	29	Incoming, 1877-78
	30	Outgoing, 1879
	31	Incoming, 1879
2	1	Correspondence—Outgoing, 1880-81
	2	Incoming, 1880-81
	3	Outgoing, 1882
		Incoming, 1882
	4	Outgoing, 1883
		Incoming, 1883
	5	Outgoing, 1884
		Incoming, 1884
	6	Outgoing, 1885-86
		Incoming, 1885-86
	7	Outgoing, 1887
	8	Incoming, 1887
	9	Outgoing, 1888
		Incoming, 1888
	10	Incoming, 1889
	11	Correspondence—Other, 1879, 1886
	12	Accounts—Summaries, 1872-82
		Accounts, general
	13	Liverpool, July 1882
		Calcutta (IND), March 1873
		London, August 1873
	14	Cardiff (WAL), Sept. 1873
		Rio de Janeiro (BRA), Jan. 1874
	15	Calcutta (IND) - Akyab (BUR), April 1874
	16	Liverpool, Oct.-Nov. 1874
	17	Boston – New York, Nov.-Dec. 1875
	18	Baltimore – San. Francisco – Liverpool, May 1876 – May 1877
	19	St. John (NB) – Liverpool, Aug. – Oct. 1877
	20	New Orleans – Liverpool, Feb. – May 1878
	21	Singapore, Sept. – Dec. 1878
	22	Valparaiso (CHL) – San Francisco, Oct. 1879 – Feb. 1880
	23	Havre (FRA), May-July 1880
		New Orleans, December 1880

	24	Liverpool, March 1881
	25	Portland and Astoria (OR), Dec. 1881-Jan. 1882
	26	London, Aug.-Oct. 1882
	27	Philadelphia, Feb. 1883
	28	Astoria & Portland (OR), July-Sept. 1883
		Portland & Astoria (OR), April- May 1884
	29	Havre (FRA), Nov. 1884 – Jan. 1885
	30	New York, March 1885
		Portland & Astoria (OR), Nov.-Dec. 1885
	31	Gloucester (ENG) – Cardiff (WAL), June- July 1886
	32	Portland & Astoria (OR), Mar.-July 1887
	33	San Pedro (CA) – Astoria & Portland (OR), Aug.-Dec. 1887
		San Diego, Jan.-Feb. 1888
	34	Astoria (OR), March & July 1888
		Skamokawa (WA), Oct.-Nov. 1888
	35	Havre (FRA), May 1889
	36	Accounts, general—misc., n.d.
		Accounts, Crew—Articles of agreements
3	1	1872, 1876
	2	1881, 1883
	3	1885, 1886
	4	Accounts, Crew—Portage Accounts, 1872-88
	5	Accounts, Freight & Cargo—n.d., 1878-88
	6	Accounts, Crew—Wages, 1877
	7	Accounts, List of stores, 1886
	8	Accounts—Slops, 1873, 1875, 1887
	9	Ship's Log Book & Journal (bound), May 11 – October 25, 1873
	10	Captain's Journal and Cargo Book, October 31, 1876 – July 7, 1877
	11	Miscellaneous, Ephemeral—Envelopes and Blank Papers, n.d., 1880-88

Subseries ID. *Anahuac* (Ship)

	12	Correspondence, Incoming—1892
	13	Accounts, summaries, 1891
	14	Accounts, general—Portland (OR), Feb. 1893

SERIES II. MISCELLANEOUS EPHEMERA

	15	—Advertising card, n.d., "THE ★ STAR" — Capt. Walker's notations on back of card *"Agnes Walker Alfred Maine"* n.d.
		—Statement of the Condition of Maine Saving Bank, 1892
		—Two (2) promissory notes, George A. Brown, 1921

—One (1) Envelope, no contents, to Mrs. J. H. Anderson, Gorham, ME dated 1932